



Prospective Plans To Improve Uzbekistan's Position In International Logistics And Increase Its Efficiency

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Annotation In this research work, the essence of the logistics efficiency index, the place of Uzbekistan in the logistics efficiency index, the state of the logistics efficiency index indicators in recent years have been analyzed, as well as the implementation of scientific research in these areas of activity, the analysis of problems and proposals for elimination are given.

Key words: Transport, passengers, logistics efficiency index, logistics, customs control efficiency, transport infrastructure, logistics services, quality, on-time delivery, transport corridor.

Introduction To date, significant saving of transportation expenses of the production forces in our country increases the competitiveness of the manufactured products and the entire economy. For this, it is necessary to develop the transport and logistics sector.

Logistics Performance Index "LPI" (Logistics Performance Index) is an index of logistics systems in the world, compiled by the World Bank since 2007 based on a worldwide survey of logistics operators and measuring the efficiency of all logistics in the country's supply chain. is a ranking index for comparative analysis of efficiency. The index is formed by carrying out a 6-stage examination related to logistics: the effectiveness of the customs control process by the territorial control bodies; trade and transport infrastructure; ease of organizing delivery at reasonable prices; quality of logistics services provided in the country; ability to track cargo; the ability to deliver goods on time.

Research Methodology The removal of trade, transport and financial barriers, which are important for international logistics, are implemented and controlled by many countries. Searching for new growth opportunities in the development of Uzbekistan's economy, forming logistics systems at the macro-economic level, and saving the limited amount of national resources in international logistics systems is a powerful tool. Active implementation and development of the international logistics system is one of the important strategic ways to increase the competitiveness of local business.

According to the data of 2023, Uzbekistan ranks 88th among the 140 countries included in the rating with a rating index of 2.6. According to these indicators, Singapore (4.3 – 1st place), Finland (4.2 – 2nd place), Denmark, Germany, the Netherlands, Switzerland (4.1 – 3rd place) countries are leading, while our Republic is lagging behind Central Asian



countries Kazakhstan (2.7 - 79th place), Tajikistan (2.5 - 97th place) and Kyrgyzstan (2.3 – 123rd place) (Turkmenistan is not included in the list). Like our republic, Russia took 88th place with a rating of 2.6. In this rating, Afghanistan and Libya took the last places with a score of 1.9. The position of Uzbekistan in the following years is improving: in 2014 - 129th place; in 2016 - 118th place; in 2018 - 99th place; In 2023 - 88th place (Table 2). but what aspects should be paid attention to in order to become one of the leading countries? - a question arises. To clarify this issue, if we pay attention to the place of Uzbekistan in each indicator: in terms of monitoring and control - 105th place (that is, only our republic has a higher rating out of 35 countries included in the rating) ; timely delivery - 101st place; logistics quality and competence - 92nd place; international transportation - 91st place; in terms of infrastructure - 89th place; customs - 74th place. In our republic, the points collected on the indicators of quality and competence of international transportation and logistics are increasing year by year, but the points collected on the other indicators are changing unevenly. From the above analysis, it can be seen that in order to increase the place of the Republic of Uzbekistan among the countries of the world in the logistics index, we must first pay attention to the activity of the monitoring and control and timely delivery system.

Analysis And Discussion Of Results Our republic has the best transport infrastructure in our region. 42,530 km of highways and 4,500 km of railways (150 km per 10,000 km) pass through the territory of our country and connect our country to important transport corridors of the region. As a transit country, it is especially important for Uzbekistan to enter the Islamic Republic of Afghanistan (Trans-Afghan international transport corridor) and to enter the Republic of Tajikistan through Afghanistan to the ports of Bandar Abbas and Chobahor. Andijan-Osh-Saritosh-Irkeshtom-Kashgar corridor, which is increasing in importance every year, is one of the biggest projects in the history of the world and is part of the Belt and Road Initiative (BRI) proposed by the People's Republic of China. for proper participation and to connect China with other regions through the roads passing through the territory of our country. China's accession to the TIR Convention is a sign of our high potential as the first transport transit country from China to Uzbekistan through Kyrgyzstan. Using this potential, we can go to Iran and Turkey through Turkmenistan, to the Caucasus countries, and to Europe through the countries of the Customs Union. These opportunities can create thousands of jobs, especially for our economy, directly and indirectly in the fields of production, transport, infrastructure, and tourism.

Conclusion Logistics is an increasingly important field of activity. Therefore, in our country, the interest of public and private departments in the field of logistics is increasing and the need is arising. Thus, logistics helps to coordinate the functional directions of economic activity, optimize the management system, and stabilize the production and market position of economic structures.

The diversity of logistics processes allows combining the components of logistics systems, and also uses a number of approaches to achieve the most accurate and meaningful results in accordance with the goals and tasks of economic entities, taking into account the differences in the working conditions of enterprises and even similar units.



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